

### PARTS SUPPLIED

QTY	Description	
8	Polyurethane pivot bushings	B
4	7/8" od x 9/16" id x 2.50" sleeves	C
4	90 degree zerk grease fittings (self tapping)	
2	1/2" tapered uniball spindle adaptors	E
2	1/2" upper uniball spacers	D
2	1/2-20 x 4.5" 12pt bolts	
2	1/2" SAE flat washers	
2	1/2-20 stover lock nuts	
4	Grease packets	
4	Camburg 8.5" stickers	



Thanks for purchasing a set of Camburg uniball performance upper a-arms for your vehicle. Please follow all instructions. If you are not installing these yourself, have a qualified shop do so. These arms are designed to be used with stock unmodified spindles or Camburg performance lift spindles in conjunction with an approved 1"-3" lift bolt-in coilover. They are not to be used with other suspension kits or spacer type kits. Make sure to check the parts list to make sure you have every component prior to starting. Camburg Engineering has made every attempt to insure you receive the highest quality components in the most complete manner.

### Tools & Supplies Required

Eye protection | Jack | Jack Stands | Dead blow hammer | Needle nose pliers | 18mm socket & wrench | 21mm socket & wrench | 1/2" 12pt socket | 3/4" socket | 1/4" wrench | Torque wrench | Red loctite | Brake cleaner | Cutoff wheel | Small disc sander | Black paint

### 1.0 Setup

Park the vehicle on level ground and set the parking brake and chock the rear wheels. Jack up the front end until the tires are off the ground. Place jack stands under the frame rails and set down. Jack up the driver side lower arm to only raise the tire off the ground, remove the wheel and keep jack under lower a-arm to support the suspension.

### 2.0 Removal

If a cotter pin is installed in the ball-joint, remove using needle nose pliers. Then use a 18mm socket/wrench, loosen the nut from on the upper ball-joint where it connects to the spindle but do not fully remove. With a dead blow hammer strike the top of the spindle numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the spindle to get it to expand will help. Once the ball joint releases from the spindle, then remove the nut. This will allow you to position the upper arm and spindle out of the way so you can remove the coilover/strut to access the upper arm bolts at the frame. Refer to your coilover instructions or service manual for details. Once the coilover/strut is removed use a 21mm socket & wrench to loosen and remove the OEM upper a-arm bolts. These will be re-used. Remove the stock upper arm.

### \*\*\* IMPORTANT MODIFICATION \*\*\*

You will need to cut and remove the upper arm droop stops from the frame to allow the Camburg arm to travel further down for the increase in wheel travel and clearances. The droop stop is incorporated into the backside of the coil bucket. It's a simple task with a small cut-off wheel and disc sander. Not removing it will damage the arm upon use. For corrosion resistance touch up with black paint, repeat on passenger side. Refer to image 2.1.

### 3.0 Pre-installation

Using a 1/4" wrench install the self tapping zerk fittings into the Camburg arms. Do not bottom out the fittings into the arms. The zerk fitting is 2 parts that thread together, you may need to remove the nipple when installing. Now press the polyurethane bushings into the arms. Using the supplied grease, apply grease onto the OD of the inner pivot sleeves and press into the bushings. Wipe excess grease onto outer bushing face and apply additional grease if needed. Refer to diagram 3.1.

### 4.0 Installation

Install the driver side Camburg upper arm into the frame using the original hardware in the same orientation as it was removed. The arms are labeled but to insure you're installing the correct arm, the zerk fittings will be pointed upward, pivot gussets are on top, the uniball snap-ring below and the longer a-arm tube towards the front of the vehicle. Our arms are built with higher precision and tighter tolerances than the factory arms, so it will be a tighter fit into the frame. You may need to pry the outer tabs out very slightly to make it easier to install. When the stock arms are tightened from the factory it bends the tabs slightly in. Apply a small amount of red Loctite onto clean threads before threading on the nut. Use a 21mm wrench and 21mm socket and torque to 100 ft/lbs. Refer to diagram 4.1

Inspect and clean the tapered hole in the spindle/knuckle. Insert the tapered lower uniball spacer into the uniball. Then install the upper spacer into the top of the uniball making sure both spacers are fully seated. If not, damage will occur in the following steps. Install the 1/2" bolt through the spacers and uniball and attach the upper arm to the spindle by swinging it down to the spindle with some finesse. You may need to jack up the lower arm and move the uniball joint. The tapered spacer should sit almost flush with the top of the spindle before tightening. Make sure the lower spacer did not pull out slightly from the uniball or damage will occur. Install the 1/2" washer and stover lock nut with a small amount of red Loctite onto clean threads. Using a 1/2" 12pt socket and 3/4" socket, torque to 90 ft/lbs. Do not over-tighten or use an impact gun. Refer to diagram 4.2

Repeat steps 1 through 4 to install passenger side arm  
[ SEE OTHER SIDE ]

Due to the extreme and punishing nature of offroad use, Camburg Engineering products have no implied or expressed warranty. Camburg Engineering products and components are designed and manufactured for offroad use only. Installing most suspension products will raise the center of gravity of the vehicle and can increase the susceptibility to a rollover and alter the handling characteristics. Camburg Engineering products may void the vehicles warranty, check with your local dealer. The loss of use of the product, loss of time, inconvenience, removal, shipping costs, commercial loss or consequential damages are not covered. Camburg Engineering reserves the right to change the design, material or specifications of any product without assuming any obligation to modify any product previously manufactured and without prior notice. Every effort has been made to avoid printing errors and specifications. By installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.

### 5.0 Alignment

You will need to have your vehicle aligned by a qualified shop. Additional caster is built into the Camburg arms to correct alignment issues that are inherent with lifting the vehicle. Have your alignment shop increase caster from the OEM suggested specs, then set camber and toe to factory specifications. Having an increase in caster helps with straight line stability and cornering precision.

### 6.0 Maintenance & Care

Uniballs are a precision part with tight tolerances which can lead to occasional noise. Cleaning and lubricating them with WD-40 or a PTFE dry film can minimize that issue. Do not use harsh chemicals or grease/oil that attracts dirt to clean & lubricate the uniball as it will damage the PTFE liner that is bonded internally. Over time the pivot bushings will also need to be cleaned and lubricated. Use grease that's designed specifically for polyurethane. We supply and sell a hi-temp, waterproof PTFE grease. Not using the correct grease can cause the bushings to squeak abnormally. The best method to grease the bushings is to remove the arms from the vehicle, disassemble, clean and lubricate. When using a grease gun, it's best to loosen the upper arm bolts to relieve pressure prior to greasing. Some grease guns operate at 1300 psi. and can damage the bushings applying too much pressure.

Inspect and re-torque all hardware and components after 500 miles and whenever using the truck off-road.

### Notes

Recommended tire size: 32-33"  
Recommended wheel size: 17 x 8-9"  
Maximum wheel backspacing = 4.75"

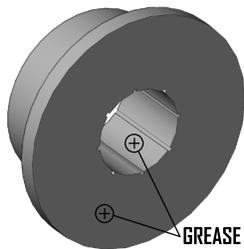
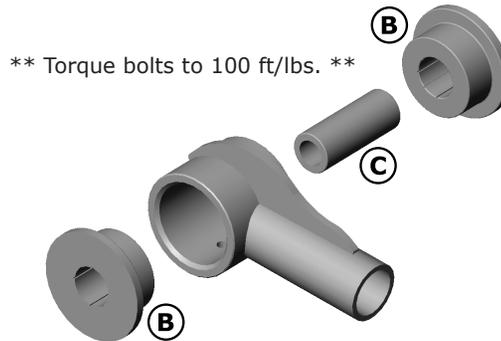


DIAGRAM 3.1



\*\* Torque bolts to 100 ft/lbs. \*\*

DIAGRAM 4.1



DIAGRAM 2.1



\*\* Torque 1/2" bolt to 90 ft/lbs. \*\*

DIAGRAM 4.2

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